

St. Louis Post-Dispatch.

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THURSDAY, MARCH 24, 1887.

AMUSEMENTS TO-NIGHT.

OLYMPIA—Emma Abbott Opera Company.
Grand-Kate Ketchum in "The Two Orphans."
Lew's—Hermann.
Fulton—The "Black Flag."
Palace Museum—Daily from 1 p. m. to 10 p. m.

Make the best ticket win!

The Grand Army meeting boom is the
healthiest boom in the country.

The Republicans promise well to-day.
It is to be hoped that their promise will be
kept to-morrow.

The party vote in St. Louis is so close
that an unpopular candidate on either
ticket stands a very poor chance.

The railroad vote of St. Louis is estimated
at 3,500. The sooner the lesson is
taught that this vote is a detriment to any
candidate, the better.

The nominations for the Interstate Rail-
way Commission are universally approved.
Now let the President do equally well
with the Pacific Railroad Commission.

What with the missing vote of the un-
registered, the solid vote of the railroad
interest, and the unknown vote of the
Labor party, the result of the coming
election is very uncertain.

The political firm of STONE and DEVON
obtained a nomination for the Council
yesterday. This firm has made a record
in legislative work, and will be elected
or defeated on that record.

If the solid railroad vote of St. Louis is
correctly estimated at 3,500, there are several
candidates on the Democratic ticket
who ought not to get it. They are above
the suspicion of corruption influence.

Six more of the would-be Czar-killers
have been executed. But the cavernous
social and political conditions which pro-
duce these poisonous fungi in Russia are
as dark and dank and prolific as ever.

Light and ventilation through parlia-
mentary air-shafts have put a stop to such
growths in all other civilized countries,
and will some day be tried even in Russia.

Among the names mentioned for the
Secretaryship of the Interstate Commerce
Commission is the name of Mr. TALBOT
of the Chicago Railway Age. It is he the
Mr. TALBOT who steered the Diaz excur-
sion through this country he is the last
man whom the Commission should think
of appointing to any position. That Mr.
TALBOT is a fine worker, and would spoil
the whole business.

This country will soon be in possession
of a few 100-ton guns, of twelve inches
bore, capable of throwing a conical shell
of 1,000 pounds weight anywhere from
seven to ten miles. With a few of these
guns mounted at Station Island and Coney
Island and elsewhere around New York,
a great deal of the anxiety about the
safety of our coast would be allayed and
the interior would enjoy a rest.

The excuse for nominating STONE and
DEVON for re-election is that, without
them the ticket would lose 3,500 votes con-
trolled by the railroad combination.
Those votes will be cast for railroad labels
only, and without regard for party labels.
If the much larger anti-railroad-vote
should be cast with similar disregard
for party labels, the forcing of railroad
and ring nominations on party conven-
tions would soon cease.

A MORNING paper says that "Uncle
Sam will find uses for all his spare cash
in paying off the interest-bearing part of
his debts for some years to come." In
six weeks Uncle Sam will probably have
paid off all the interest-bearing debt that
is within his reach, and the old gentle-
man is not foolish enough to appear in
the market as a bidder for \$10,000,000 lots
of bonds which are now at a premium.

The place for Uncle Sam's spare cash is in
the pockets of the tax-payers and an extra
session of Congress is needed to arrange
for that disposition of it.

This Democratic ticket nominated yester-
day was a great improvement on the
slate ticket and has some strong and good
names on it, with some other names not so
strong and good. The importance of the
election next month hinges upon the
various franchises which call for municipal
action, and the fight in the Municipal As-
sembly for the next two years will be
chiefly between the new corporations
which seek an entrance into the city and

the old corporations which will try to keep
them out. There is in such
cases always the question of
protecting the rights of the city as against
all applicants for franchises, but the real
struggle is at bottom a struggle between
rival franchises. The citizens of St. Louis
should entrust their municipal legislation
only to broad-minded, far-sighted and
progressive men, who understand the
value of new improvements, and who
may be counted on to help the city's
growth instead of retarding it.

WILL THEY ACT?

Democratic papers throughout the State
are administering scathing rebukes to the
Democratic officials who scandalized their
party by their "pernicious activity" as
railroad lobbyists during the recent
session of the Legislature. But these
rebukes are mere words, and acts which
speak louder than words are needed to
prove that the party was not playing a
double game when it made an anti-
monopoly platform for its people and gave
the railroads control of its working com-
mittees.

If the members of the last Democratic
State Convention and the members of the
Democratic State Central Committee did
not know that Chairman SHIELDS of that
committee would figure as a railroad lobby-
list at every meeting of the Legislature,
they know it now. If the members of the
Democratic State Executive Committee did
not know that PHELPS of that com-
mittee, and O'DAY, its chairman,
would exert all their power, in-
fluence and authority as trusted office-
bearers in the Democratic organiza-
tion to seduce a pliable minority of the
Democratic Legislators into a "combine"
with the Republicans against the Consti-
tution and the Democratic platform, they
know it now. They know that these men
will be as perniciously, if not as con-
spicuously, active in the same way at the
called session, and that if this be per-
mitted without some official rebuke and
protest from the Democratic committee
these men are supposed to represent, the
party will stand convicted of having
played the double game of putting a rail-
road lobby committee on a Constitutional
platform, to trample it into the mire and
to bring about a base betrayal of the
party's promises to the people.

The way to straighten out this crooked-
ness and avert this disgrace is open. If a
majority of the members of the State
Central Committee do not approve the
Central Committee of SHIELDS, O'DAY and PHELPS
in conspiring with the Republicans to
bring the Legislature in contempt of the Dem-
ocratic platform, they can get together
and say so. If they do not choose to
demand the resignations of the two chair-
men, they can at least certify publicly
that they misrepresents the Democratic
Committee in lobbying against the party
platform.

THE CONSTITUTION'S CENTENARY.

A good deal of discussion is going on
in regard to the date which should be
selected for celebrating the centenary of
the adoption of the Federal Constitution.
The instrument itself was adopted and sub-
scribed by the convention Sept. 17, 1787,
and it is contended very plausibly by some
that all the subsequent ratifications by the
States should be regarded as dating back
to that day. This would fix the 17th of
next September for the celebration.

Others advocate the date on which the
Constitution became practically operative,
which was March 1, 1789, or the date on
which WASHINGTON took the oath of office
as first President, April 30, 1789. As
New Hampshire was the ninth State to
ratify it, and her ratification, June 21,
1788, made it binding, that date is held by
some to be the most appropriate.

But that would be celebrating the act
of one State, the date of but one of the
ratifications of which either alone would
have been of no more avail than any
of those which preceded or followed it. If
we are to make it a national celebration
to commemorate a national act, we should
take the date of some national act rather
than that of some local event connected
with the adoption.

Each of the original States that ratified
the work of the convention has good
reason to celebrate the centenary of its
act. But their ratifications were scattered
through many months, and of all the
events attending the birth of our system
the subscription of the Constitution by
Gen. WASHINGTON and the convention
which framed it was obviously the most
potential. All that followed may now be
regarded as merely consequences of that
glorious promulgation of the people's will.

If any subsequent date is taken it should
be March 1, 1789, when the new system
went into practical operation. But while
we celebrate the signing of the Declara-
tion of Independence on the Fourth of
July every year, we should celebrate the
signing of the Constitution on the 17th of
September at least once every hundred years.

In the case of the Minneapolis & Omaha
Railroad land grant, Commissioner
SPARKS refused to hold that land was
earned along those parts of the line which
were not completed within the time speci-
fied by the grant. But Secretary LAMAR
has overruled him and adopted the old
Republican ruling that the failure of Con-
gress to declare a forfeiture was equiva-
lent to an extension of the time. This
may be good law as regards government
grants, but it is not the law that is
applied to transactions between individ-
uals, and it is not justice. When a man
says anything to be delivered on or be-
fore a specified date he is not bound by
the contract if a subsequent delivery is

tendered. But department rulings have
been so favorable to railroads that nearly
every condition intended to bind them in
land grants or charters has been nullified.
Knowing that its inaction would be con-
strued by the departments as equivalent
to an extension of the time, Congress has
been greatly to blame for its failure to
declare forfeiture in all these cases of re-
claimable grants.

THE 3,500 railroad vote spoken of and
bid for in the Democratic Convention will
be bid for in the Republican Convention
also. The consequence will be that a
railroad ticket part Republican and
part Democratic will be elected, unless
the people of both parties spot the rail-
road nominees on both tickets and com-
bine against them. What we want in the
Municipal Assembly is men whose votes
will be governed on all questions by the
interest of the city and the will
of their constituents, and not by any
railroad or ring "pull" whatever. Men
of this kind are as likely to be found on
one ticket as on the other, and when found
should be elected. St. Louis will prosper
under any Municipal Assembly that is
true to her, whether it be Republican or
Democratic, and will suffer from any As-
sembly that is not true to her, whether it
be Republican or Democratic. The party
that is responsible for a disloyal or cor-
rupt Assembly will pay dearly in the end
for its alleged victory at the polls.

EVERY demonstration in this country of
sympathy for Ireland is looked on by the
English press as nothing more than an
other attempt to "catch the Irish vote."
As the English press habitually fails to
understand Irish sentiment in Ireland, it
is not to be wondered at that it fails to
understand the sentiment of a coun-
try thousands of miles away. It should
puzzle the English editors, however, to
account for the fact that detestation of
English rule in Ireland is as universal as
the wide-spread diffusion of the Irish
people. Wherever they go they succeed
in gathering about them in their prosper-
ity a wide-spread sympathy for their
fellow-countrymen at home. Perhaps
the strange fact that Ireland is the only
land in which Irishmen do not prosper
may account for the impartial world's
condemnation of the rule which makes
so strange a situation possible.

The experiments made with the electric
and other motors for street cars in St.
Louis will be watched with unusual inter-
est, as St. Louis is a city which has special
need of rapid transit. The grades of the
city present horse cars from moving rap-
idly, and the one cable line which gives
rapid transit gives the passengers a
shaking up which wears them out.
The mistake which sent the Cable
Line on its derisive and winding
route can be remedied only by
furnishing more rapid transit on the
direct lines, and any motor which
combines this feature with comfort to the
passengers will be eagerly welcomed.

A well arranged system of rapid transit is
a necessary adjunct to a healthy real estate
boom.

A Tell-Tale Button.

The push-button telephone is one of the
cheapest of modern inventions. It can be
manufactured, the English journals state,
for half a crown, and can be fitted to the wire
of any telephone. When substituted for the
front door of a house, it converts an elec-
tric bell system into a speaking telephone.
The maid in the kitchen or the mistress in her
parlor or the housewife in her kitchen can
stranger at the door without making the
noise of the door bell. The telephone plate connected
with the button is extremely sensitive
and for short distances it is unnecessary
to speak at all. The speaker can use his
voice or make close approach to the ap-
paratus. It can be used as a substitute for
electric bells and speaking-tubes, and will en-
able people in different rooms to communi-
cate with each other as easily as if they
were in the same room. Half a crown is the nominal price
of this remarkable button; and since the elec-
tric bell system with which it can be connected is
inexpensive, it may be regarded as one of the
best of modern inventions. There are con-
siderations, however, which may make the
ingenious contrivance dear at any price for
household use. The facility with which con-
versation at the front door or in the parlor
can be carried on in the case of parties divorced
will make privacy impossible.

Women and Wine.

Washington Correspondence to York Sun.
"No, we don't offer wine to our guests any-
more," said a bright society girl the other day.
"We Southern don't feel as you do, you
know, and we have always had light wines on
our tables. In the case of parties divorced for
slight reasons, we have heard of such dreadful things.
Girls of my acquaintance—nice girls, too—
have actually gone home from some of these
receptions almost—yes, really, isn't it fright-
ful? It was bad enough when the young men
drank so, but things are getting worse and
worse. Yes, the foreign girls are the worst,
and they take the least little bit to affect a girl when
she isn't used to it. The gentlemen torment
them, too. Why, last summer
at the springs mamma had her hands full
with three of us. I can tell you. They had
wine all day long at the Germans and wine
suppers given. We never went to the sup-
pers, but the gentlemen used to tease us at
the evening hops until we took wine to get rid
of them. Mamma shook her head at us until
her neck was stiff. Some of the gentlemen
held fast in front of the girls' faces so that
their mothers couldn't see them. No, I'm
glad to say I wasn't that mean. But when
we girls saw how things were going this winter
we thought mamma had been a bit too
strict."

Railroad Consolidation.

From the Valley Lumberman.

The Interstate Commerce law is evidently
striking the railroad world seriously, and
many important movements are being made.
The most notable of these is the formation of
a huge syndicate of railway stockholders who
propose to take in the various systems, com-
mencing with the Baltimore & Ohio road.
Negotiations to this effect have been in progress
for several days, and is thought to be
successful. The parties are kept in the dark
as much as possible, but it has transpired that

Mr. Garrett is to unload. The probable plan
seems to be to swap stocks until all the rail-
way kings are equally interested in all the
trunk lines of the continent, and no one or
two hold a controlling interest in any. This
huge plot, if carried out, would effectually de-
stroy competition and prevent wars among
the companies. This result was predicted by
many opponents of the bill, but the public
generally doubted the possibility of carrying
the scheme into execution. Of course, no law
can prevent the sale or swapping of railway
stocks, no matter what the consequences
might be. The right of the Government to
regulate railways being now firmly estab-
lished, it is not so apparent how the
ownership is divided. The freight charges
can be regulated and limited.

Warning the Lobby.

From the Kansas City Times.

Senators and representatives have listened
to the whippers of the swarm of railroad lobby-
ists and have forgotten the voice of the
people. "Buy, bulldoze and bamboozle" has
been the motto of the shameless horde and
the result has been a series of legislative
failures. Never in the history of this State has such a
brazen lobby disgraced legislative halls.

There has never been a disposition in Mis-
souri to oppress railroad companies, but there
has been a disposition to let them alone.
The principles of the interstate commerce bill
to the State. A few more such displays as
there has been at Jefferson City this winter,
and the people in their indignation may go
too far and strip the lobby of its power.

The Times says: "President Cleveland's
policy of non-interference with the railroads
has been a source of much grief. One set
of conscientious and enlightened statesmen,
like the appointment of the admirable Inter-
state Commerce Commission, nullifies a year's
work of the Senate and the President's
policy of non-interference with the railroads
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ceable Only to His Gre

From the New York Evening Post.

The old saying that "hard to kill" has never intruded than in the case of family genealogy, which, disapproval more than two continually coming to it if it were still accepted and Irving had some slight faith in Sir Isaac Hewson writer since Col. Lemmon have the shadow of a retreating the fiction. So

the story, which Mr. popularized in his novel "The Story of the Negro" (1860), was resuscitated in the "Illustrated Magazine," and, to the fore again, I am a volume entitled "Mary Ann," by the veteran B. accompanied with the well-known "combined arms of the family, with eleven qu made public in this country a colored broadside by T. which has no more com Virginia Washington than

This latest account states that Augustine Washington, George's father, was "descended of Hertburn, a knight, who was of the village of Wexington, County," and that John Washington, the emigrant brother of Sir William of Lancashire." This is Heard's old suppositional on the similarity of names as guide, as every genealogist was adopted by Baker in his "Constitutional History of the

At least twenty years after the death of Sir William Chester, after a thorough study of this long-accepted pedigree, the author has concluded exclusively that the John who emigrated to Virginia could not possibly have been the brother of Sir William. The latter were respectively 55 years of age in 1637, while the Virginian Lawrence in 1637 was probably less than 30 years of age. He left England. Again, the John who emigrated to Virginia was the brother of Sir William.

Sir John Washington, who Lawrence was a clergyman in the Anglican Church, and it is certain that they both died in England. Further, Sir John Washington died previous to October 6, 1678. Mary (Curtis), who was Islip in Northamptonshire, who survived Dorothy, who survived was buried at Fordham, shire. But our Virginia Jewell, 1675, that he brought from England with him, and was buried, with two

Many other proofs might be adduced, but it is useless to reiterate so many times published assertions. The pedigree of George's father, John, the emigrant, is well known who J. J. Webb, or from whom he came, England he came. Col. Webb, however, had facts enough in his possession to satisfy him that John and his family were not belong to the Sulgrave family, more probably from a still

county. Had he lived he solved this very interesting problem. Perhaps it is resisters, who has been so successful out the antecedents of Johnston family. But whatever may bring forth, it is assured this hydra-headed error King at Arms was finally least kept out of books children. JOHN D. C.

From the Chicago Herald.

As a train was pulling out of Side Union Station in Chicago, it sat still a moment as if listening, and then rose from its seat, up his luggage, and asked a companion to go with him in a car ahead.

"But we have just gotten seated here," replied the other, "should we make a change for you?"

"No, the temperature is just what I need."

"Then, good night!"

"No, sir, it's not so cold."
"Then what is the matter
we go into the front car?"
"Well, I'll tell you. You
to be a railroad man, a cot
course I picked up some id
that a man gets only from
soon as the train started m
there was a flat wheel on
Don't you hear it rapping
Wait till the train slows u
stop, and then you'll hear
fast now. Yes, sir, car whe
and have to be closely w

imperfect or unevenness
some extraordinary blow or
struction, makes an imper-
surface of the wheel, and a
revolution thereafter adds
A wheel will flatten out in
short time, and on long runs
trains a flat wheel is a source
If this wheel runs from here
and happens to be a pre-
the chances are that it will
in very bad condition, and
much damage to the track or
as the company will get

money from all the occupations. Of course, there's no money in it. I make it a rule never to ride in a car that has a flat wheel under it, and I think we'll go up ahead."

Bernhardt and Her Blush
From the Boston Herald.

I don't know if this story is in print, but if so, it is good repeated, now Sarah Bernhardt is in Boston. One night at the house of the actress lady who was present

to view mademoiselle's
its eccentric contents.
downy couch of genui
skeleton which rumor had
to Bernhardt as a comp
visitor drew back in terror
his anatomical articulation
laughingly declared "it"
then threw hers with r
skeleton's neck, at the sam
ing an ardent kiss on the s
you see he is conscious,"
actress. "Yes," retorted
"he is even blushing for y
YVES, the villain lins had left

A very effective mantel which hangs in the parlor of most fashionable houses in the city is made of gray Holland linen, in oil, is painted a running of full bloom, the gorgeous colors standing well out from the ground. The linen, which is richly be closely woven and is

Using Well, is that right? About a finger and a half from the center and made a knot at the top. The thread to form the fringe in the adroitly introduced from the order to give the required pattern, to be effective, sh from the center and extend the mantel, or as far as the artist may dictate. When board, covered either with a lar linen or red cloth, is placed mantel and the lamrequin to it.

